

BookletChartTM

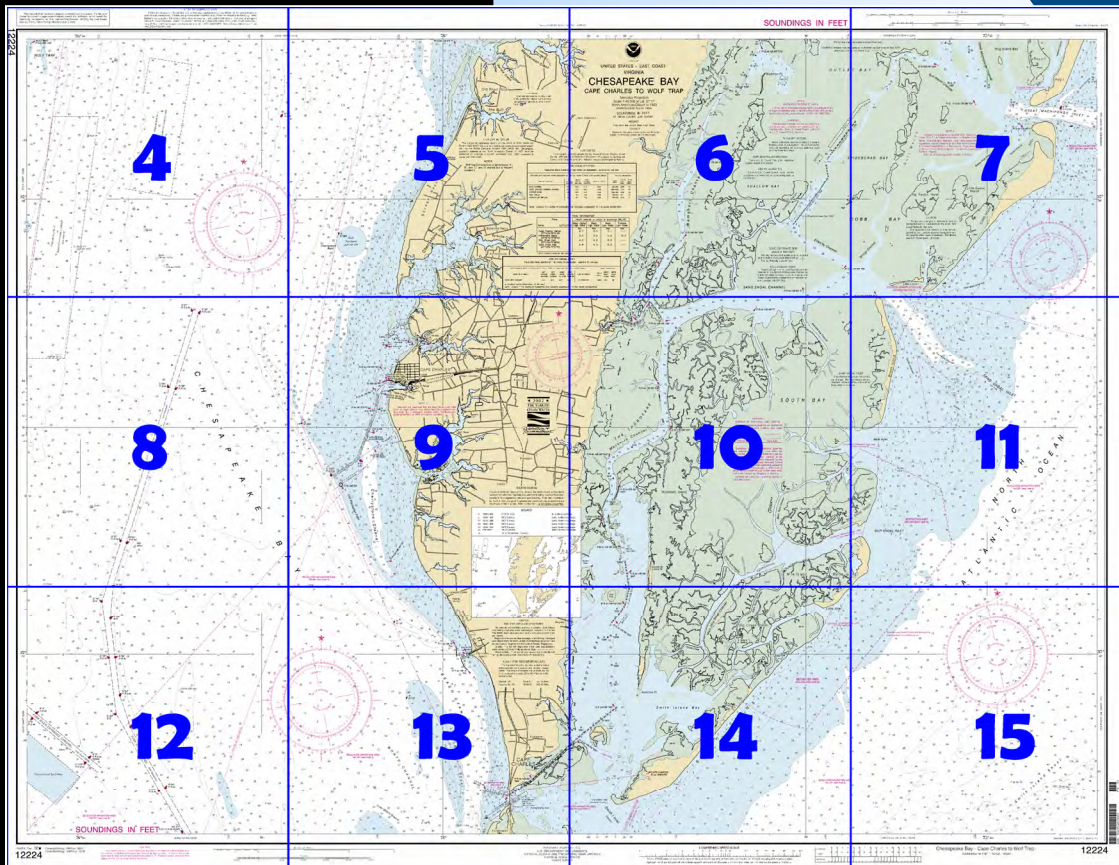
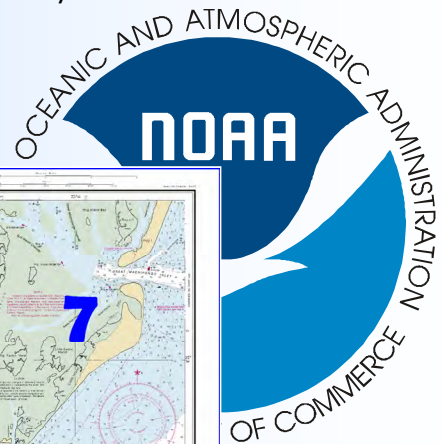
Chesapeake Bay - Cape Charles to Wolf Trap

(NOAA Chart 12224)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed at: <http://www.NauticalCharts.noaa.gov>.

The charts and bar scales in this BookletChart have been reduced to **70%** of original scale, and are printed at the new scale of **1:57,143**.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

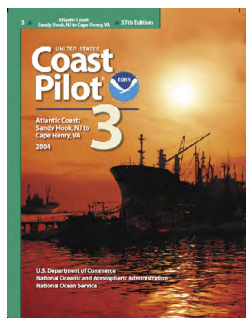
Notice to Mariners Correction Status

This BookletChart has been updated for all chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency (formerly NIMA) Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied were:

Coast Guard Local Notice to Mariners: **28/05 dated July 12, 2005**

NGA Weekly Notice to Mariners: **29/05 dated July 16, 2005**

Canadian Coast Guard Notice to Mariners: **Not Applicable**



[Coast Pilot 3, Chapter 14 excerpts]

(7) **Kiptopeke Beach** is a former ferry terminal. The offshore breakwaters are obsolete ships filled with sand and sunk.
 (8) **Old Plantation Creek** has depths of about a foot. Many of the bars and middle grounds are marked by discolored water, and the channel usually is marked by bush stakes, but it is narrow and difficult to navigate without local knowledge.

(9) **Old Plantation Flats Light** (37°13.8'N., 76°02.8'W.), 39 feet above the water, is

shown from a pile with a black and white diamond-shaped daymark in 11 feet on the north end of the flats 1.5 miles from shore. The current velocity is about 1.3 knots 0.5 mile west of the light.

(10) **Cape Charles Harbor** is a dredged basin on the south side of the

town of **Cape Charles**. A well-marked dredged channel leads to the harbor on the north. Two small dredged basins are eastward of the main harbor basin. The northerly basin is known as the Harbor of Refuge, and the southerly basin as Mud Creek Basin.

(12) **Cape Charles Coast Guard Station** is on the spit between Mud Creek and the Harbor of Refuge.

(13) The tidal currents set across the entrance to and across the southwest section of the dredged channel, but farther north they follow the general direction of the axis. The channel is exposed to westerly winds, but is partially protected by the flats to the westward, and seldom is too rough for motorboats; the larger vessels and tows occasionally are a hazard to small boats.

(15) Cape Charles Harbor is a terminus of the Eastern Shore Railroad. Floats are brought into the harbor in the late afternoon. Due to the limited maneuvering room, larger vessels and tows are sometimes a hazard to small craft. The tugs that handle the floats monitor VHF-FM channels 13 and 16.

(16) There is public access to the bulkheads and slips at the eastern end of the harbor. Anchoring is forbidden in any part of the harbor or the basins. A "no-wake" **speed limit** is enforced. A **harbormaster** enforces harbor regulations, and a **dockmaster** supervises docking at the municipal facilities. Gasoline, diesel fuel, and water are available. Some marine supplies may be obtained in town.

(17) **Cherrystone Channel** is a passage inside Old Plantation Flats that leads from deep water 2 miles south-southeastward of Old Plantation Flats Light northward to Kings Creek and Cherrystone Inlet. Cherrystone Channel above Cape Charles Harbor is marked by lights and daybeacons to the vicinity of **Sandy Island**. This part of the channel has depths of 10 feet, but is narrow in places, and local knowledge is required to carry the best water. The recommended southerly approach to Kings Creek and Cherrystone Inlet is via the marked dredged channel to Cape Charles Harbor.

(18) **Kings Creek** has depths of 3½ feet for 1 mile upstream. The shoal that extends out from the north side of the entrance bares at low water; lights and daybeacons mark the entrance. Gasoline, berths, and marine supplies are available inside the entrance.

(19) **Cherrystone Inlet** has depths of 5 feet for 2 miles, thence 4 to 2 feet to the upper end. The channel in the inlet sometimes is marked by bush stakes, but it is narrow and difficult to navigate without local knowledge.

(20) Boats bound for Kings Creek or Cherrystone Inlet can leave the Cape Charles Harbor channel west of the jetty on the north side of the harbor entrance and proceed in marked Cherrystone Channel. Depths of 2 to 4 feet over the flats limit the draft. The area between Sandy Island and **Wescoast Point**, 0.3 mile to the northward, bares at low water.

Decoding Aid to Navigation (ATONs) Characteristics

An ATON is a man-made structure used to help determine a safe course, a craft's position, or to warn of dangers or obstructions. "Lights", "buoys", and "daybeacons" are 3 common types of ATONs.

**FL (3) R 10s
85ft 10M "2"**



miles, and has a "2" painted on it.

**R "22" FI R
4s BELL**




2 painted on it. **R N "22"** describes an unlighted, red nun buoy with "22" on it.

A "light" is a luminous signal on a fixed structure. Its charted characteristics include its flash characteristic, color, period, height, visibility distance, and number. **FL (3) R 10s 85ft 10M "2"** describes a flashing red light with a group of 3 flashes repeating every 10 seconds. The light is 85 feet above the water, can be seen for 10 miles, and has a "2" painted on it.

A "buoy" is a floating ATON anchored to the bottom. They come in many shapes, and may have lights, sound devices, and special markings. Their charted characteristics include, as appropriate, color, shape, light and sound characteristics, and any numbers or marks. **R "22" FI R 4s BELL** describes a red buoy with a flashing red light having a 4 second period, a bell, and a "22"

Table of Chart Notes

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

Corrected through NM Nov. 30/02
Corrected through LNM Nov. 19/02

HEIGHTS


Heights in feet above Mean High Water.

Possible unexploded bombs and ammunition in and adjacent to restricted area.

SAND SHOAL INLET

The channel is subject to continual change. Entrance buoys are not charted because they are shifted frequently in position.

PLANE COORDINATE GRID (based on NAD 1927)

The Virginia State Grid (south zone) is indicated on this chart at 20,000 foot intervals thus: . The last three digits are omitted.

NOTE B

Wolf Trap Dumping Ground lighted buoys "A", "B", and "C" are not charted due to frequent relocations.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area
 Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Norfolk, VA KHB-37 162.55 MHz
Heathsville, VA WXM-57 162.40 MHz

NOTE C


Mariners are cautioned that the Ferry Route from Little Creek to Cape Charles may deviate from the published standard route due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.

CAUTION

FISH TRAP AREAS AND STRUCTURES

Mariners are warned that numerous uncharted duck blinds and fishing structures, some submerged, may exist in the fish trap areas. Such structures are not charted unless known to be permanent.

Regulations to assure clear passage to and through dredged and natural channels and to established landings are prescribed by the Corps of Engineers in the Code of Federal Regulations.

Definite limits for fish trap areas have been established in some areas and those limits are shown thus: 

Where definite limits have not been prescribed the location of fishing structures is restricted only by the regulations.

NOTE D

EMERGENCY RESTRICTED AREA

For the latest information regarding the regulations of any emergency restricted area, contact the Army Corps of Engineers, Norfolk District, Regulatory Branch at (757) 441-7653/7652.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Norfolk, Virginia. Refer to charted regulation section numbers.

AUTHORITIES


Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Imagery and Mapping Agency.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.510" northward and 1.260" eastward to agree with this chart.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: 

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Name	feet	feet	feet	feet
Cape Charles Harbor (37°16'N/76°01'W)	2.7	2.4	0.1	----
Fishermans Island (37°06'N/75°59'W)	3.5	3.2	0.2	-2.5
Ship Shoal Inlet (37°13'N/75°48'W)	4.5	4.2	0.2	----
Sand Shoal Inlet (37°18'N/75°47'W)	4.6	4.3	0.2	----

(1000) Latest available information

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

CAPE CHARLES CITY HARBOR

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO MAR 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH NAUT. MILES
BAR CHANNEL	11.2	11.8	14.3	3-04	300-400	0.66 18
CAPE CHARLES HARBOR CHANNEL	10.8	17.2	18.2	3-04	400-1000	1.70 18
HARBOR BASIN	14.0	14.3	14.2	3-04	1000-400	0.49 18
MUD CREEK	5.9	9.5	6.3	3-04	100-180	0.11 10
HARBOR OF REFUGE	6.1	6.2	5.9	3-04	200-250	0.13 7

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

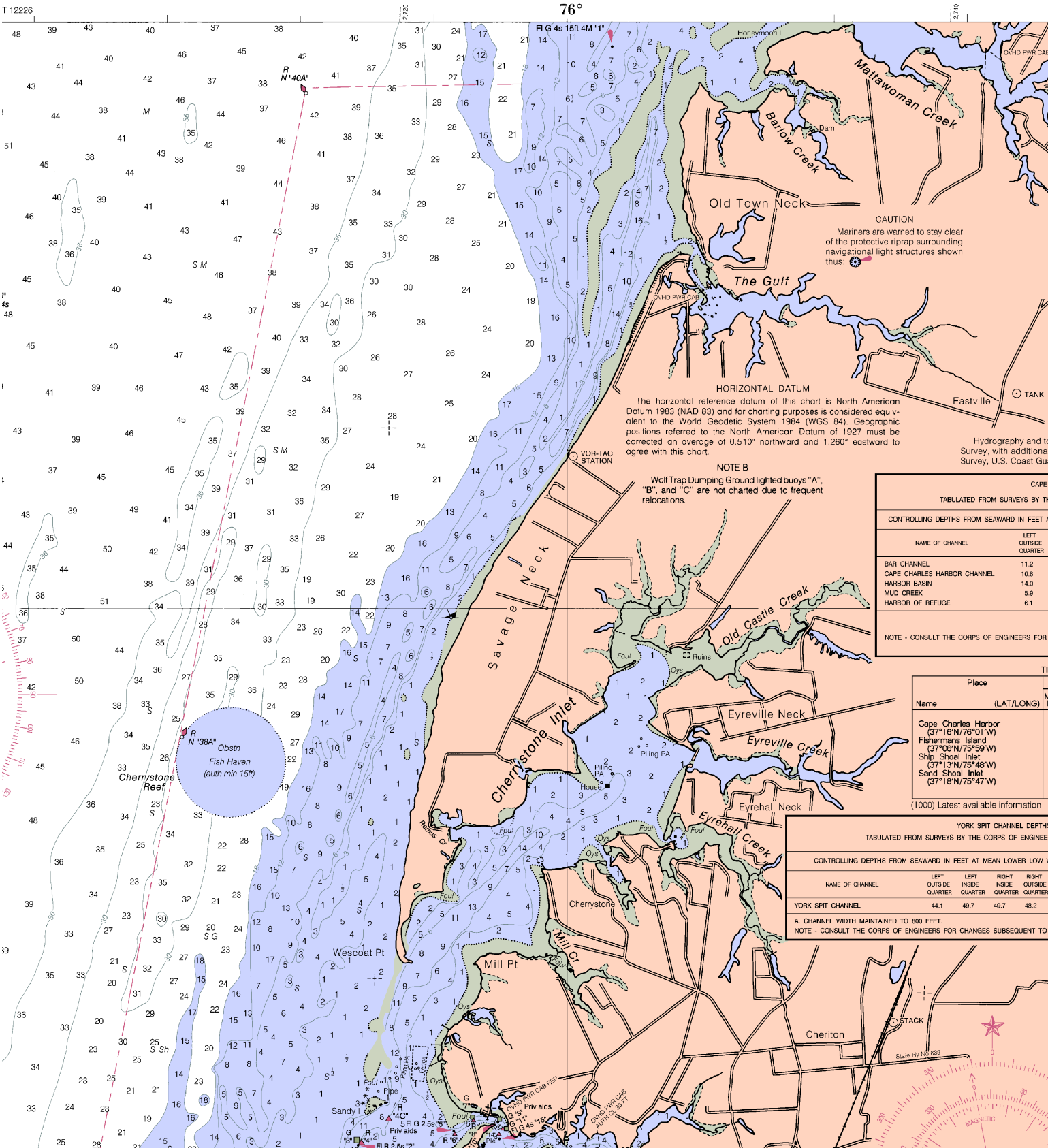
YORK SPIT CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO JAN 2005

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)				PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH NAUT. MILES
YORK SPIT CHANNEL	44.1	48.7	49.7	11,12-04-1-05	1000A	18.4 50

A. CHANNEL WIDTH MAINTAINED TO 800 FEET.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



CAPS	
TABULATED FROM SURVEYS BY THE	
CONTROLLING DEPTHS FROM SEAWARD IN FEET	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER
BAR CHANNEL	11.2
CAPE CHARLES HARBOR CHANNEL	10.8
HARBOR BASIN	14.0
MUD CREEK	5.9
HARBOR OF REFUGE	6.1

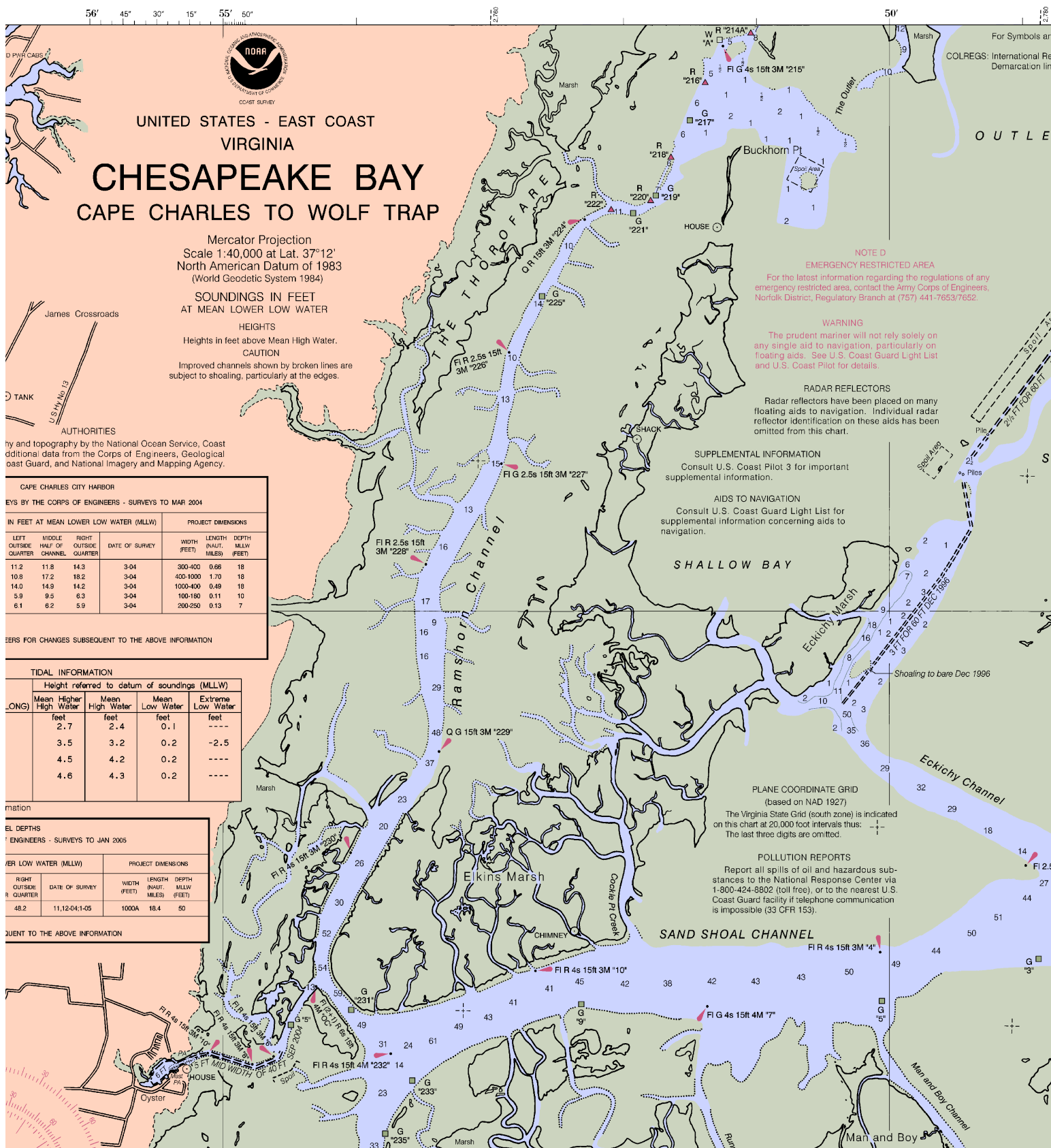
NOTE - CONSULT THE CORPS OF ENGINEERS FOR

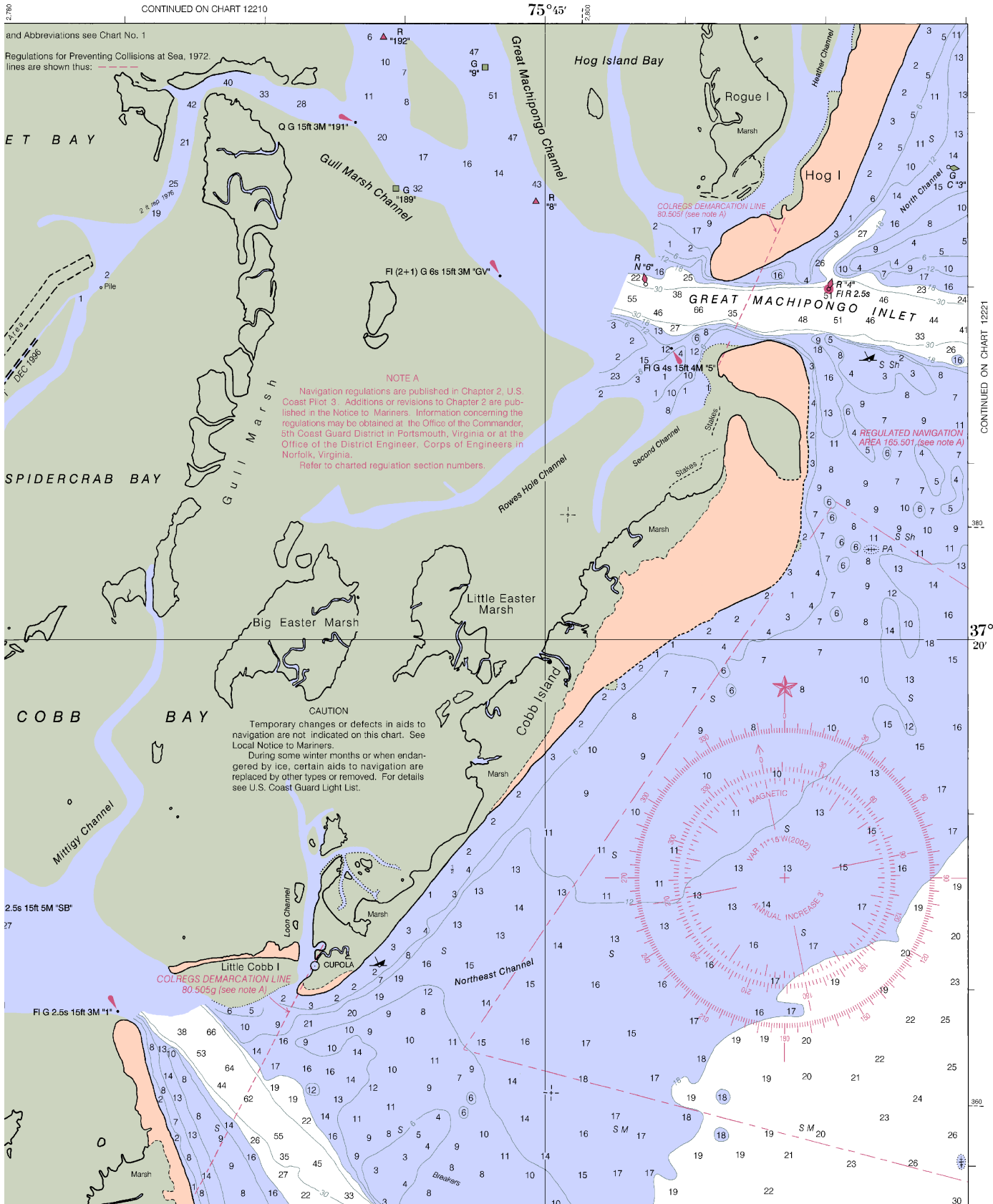
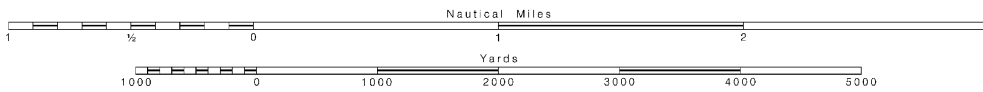
Place	Name	(LAT/LONG)
Cape Charles Harbor	Cape Charles Harbor	(37°16'N/76°01'W)
Fishermans Island	Fishermans Island	(37°05'N/75°59'W)
Ship Shoal Inlet	Ship Shoal Inlet	(37°13'N/75°48'W)
Sand Shoal Inlet	Sand Shoal Inlet	(37°18'N/75°47'W)

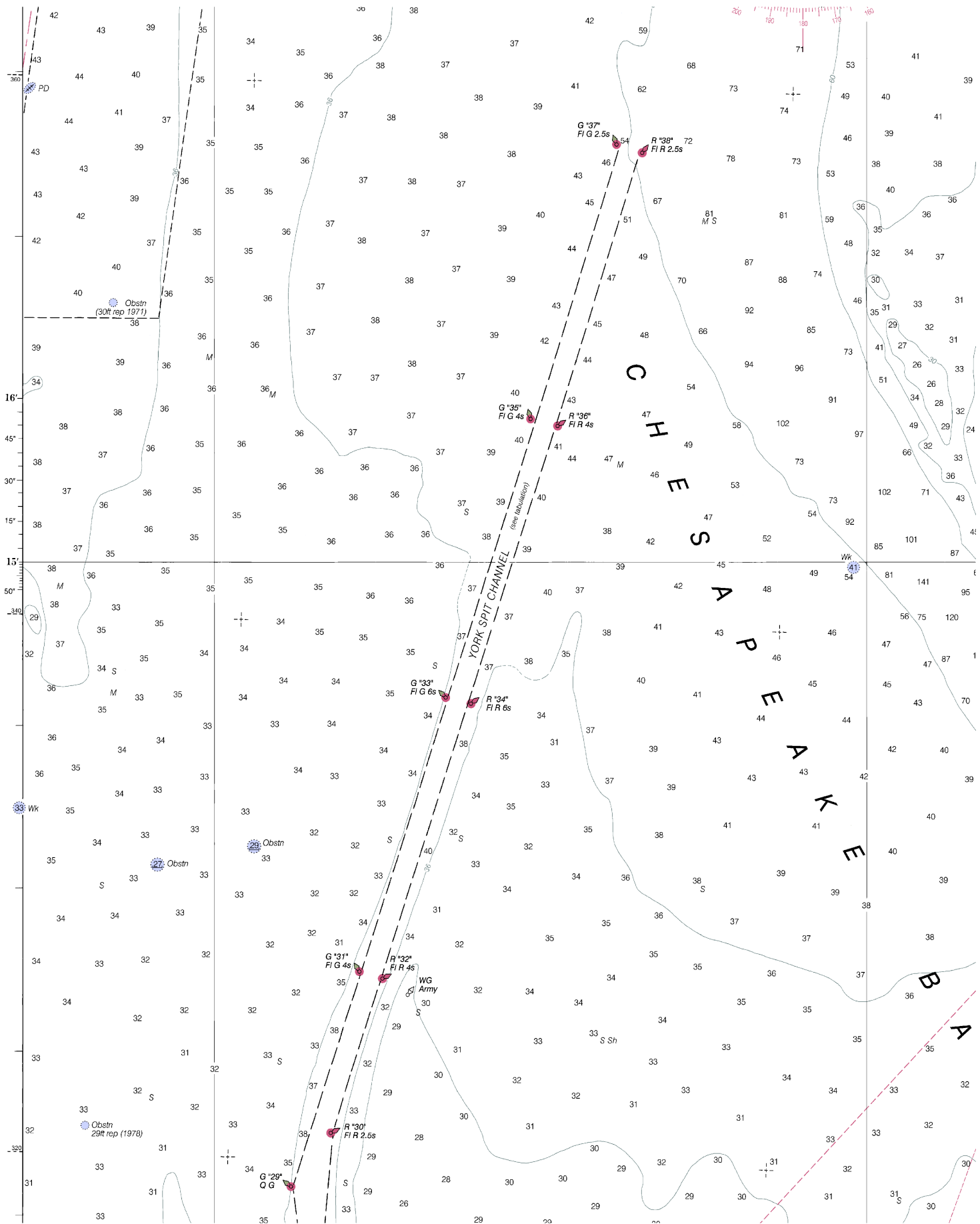
(1000) Latest available information

YORK SPIT CHANNEL DEPTHS				
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS				
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER				
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
YORK SPIT CHANNEL	44.1	49.7	49.7	48.2
A. CHANNEL WIDTH MAINTAINED TO 800 FEET.				
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO				

A. CHANNEL WIDTH MAINTAINED TO 300 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO







8



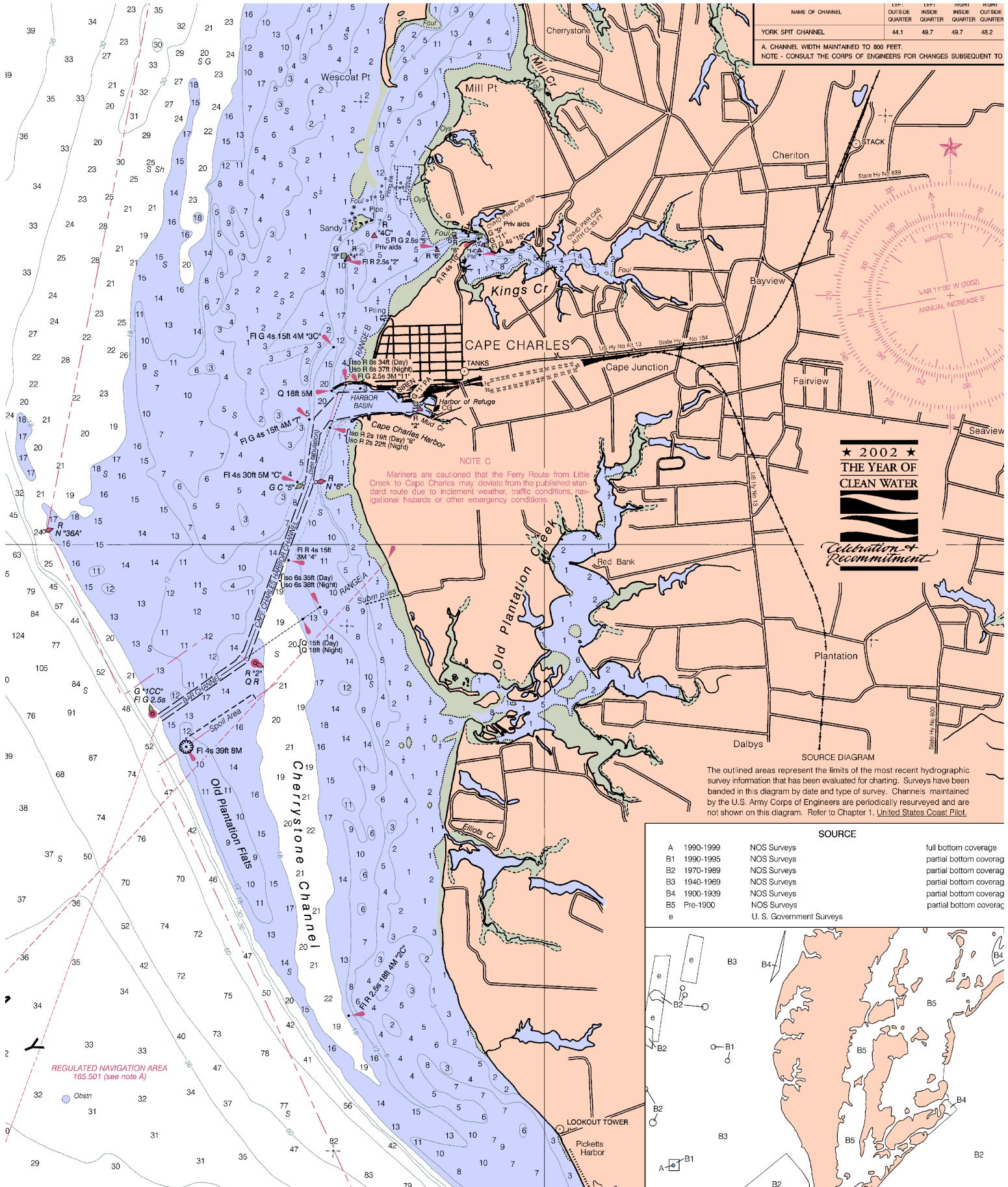
Printed at reduced scale

SCALE 1:40,000
Nautical Miles

See page 2

Yards
1000 0 1000 2000 3000 4000 5000

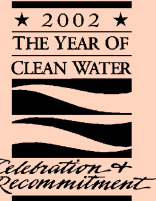
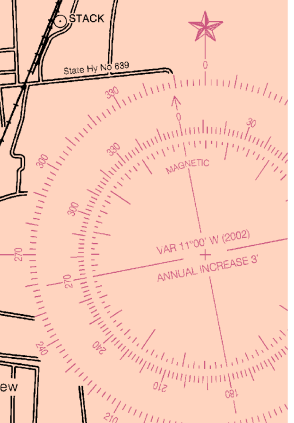




NAME OF CHANNEL	DEPTH OUTSIDE QUARTER	DEPTH INSIDE QUARTER	DEPTH INSIDE QUARTER	DEPTH OUTSIDE QUARTER
YORK SPIT CHANNEL	44.1	49.7	49.7	48.2

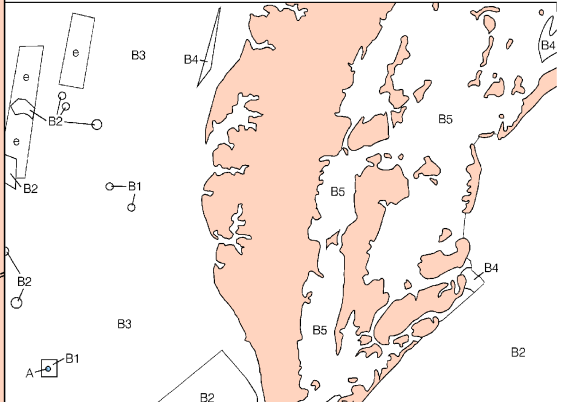
A. CHANNEL WIDTH MAINTAINED TO 800 FEET.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO

NOTE C
Mariners are cautioned that the Ferry Route from Little Creek to Cape Charles may deviate from the published standard route due to inclement weather, traffic conditions, navigational hazards or other emergency conditions.



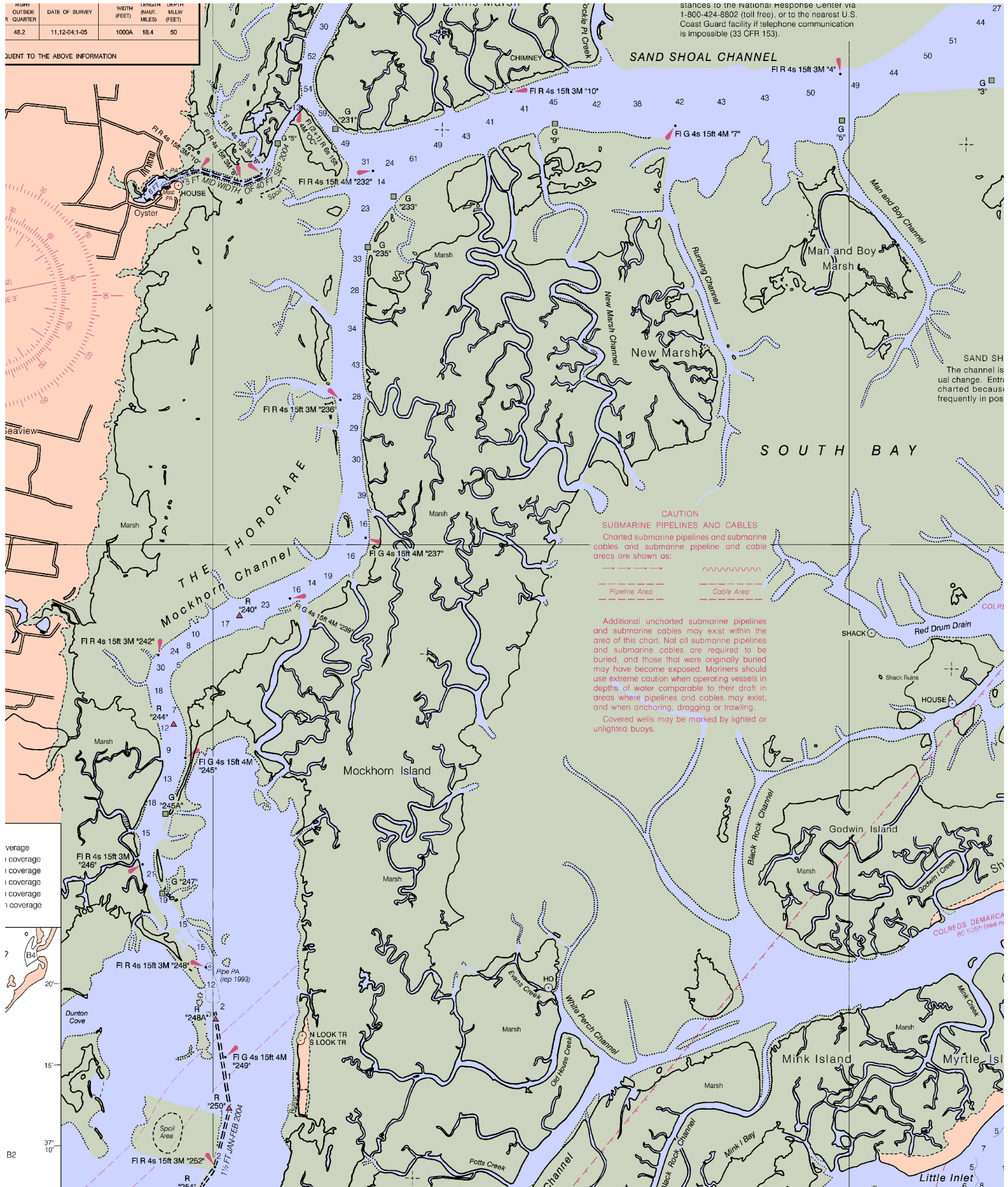
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A 1990-1999	NOS Surveys	full bottom coverage
B1 1990-1995	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage
e	U. S. Government Surveys	



PORT NUMBER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (FEET)
48.2	11.12.04/1.05	1000A	18.4	50

ADDITIONAL INFORMATION



10

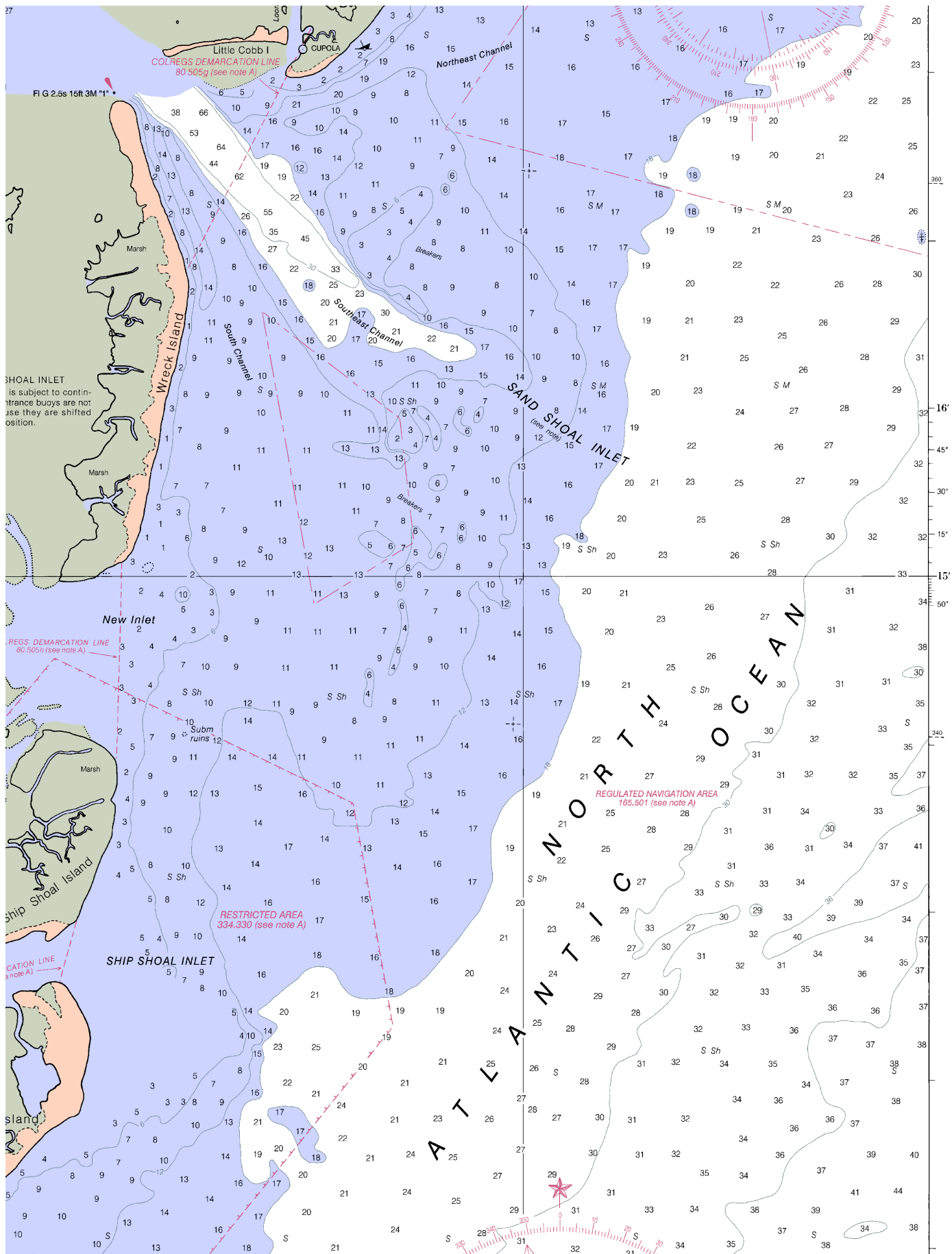


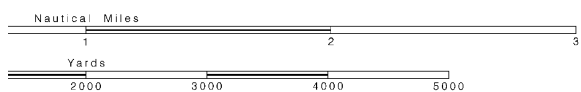
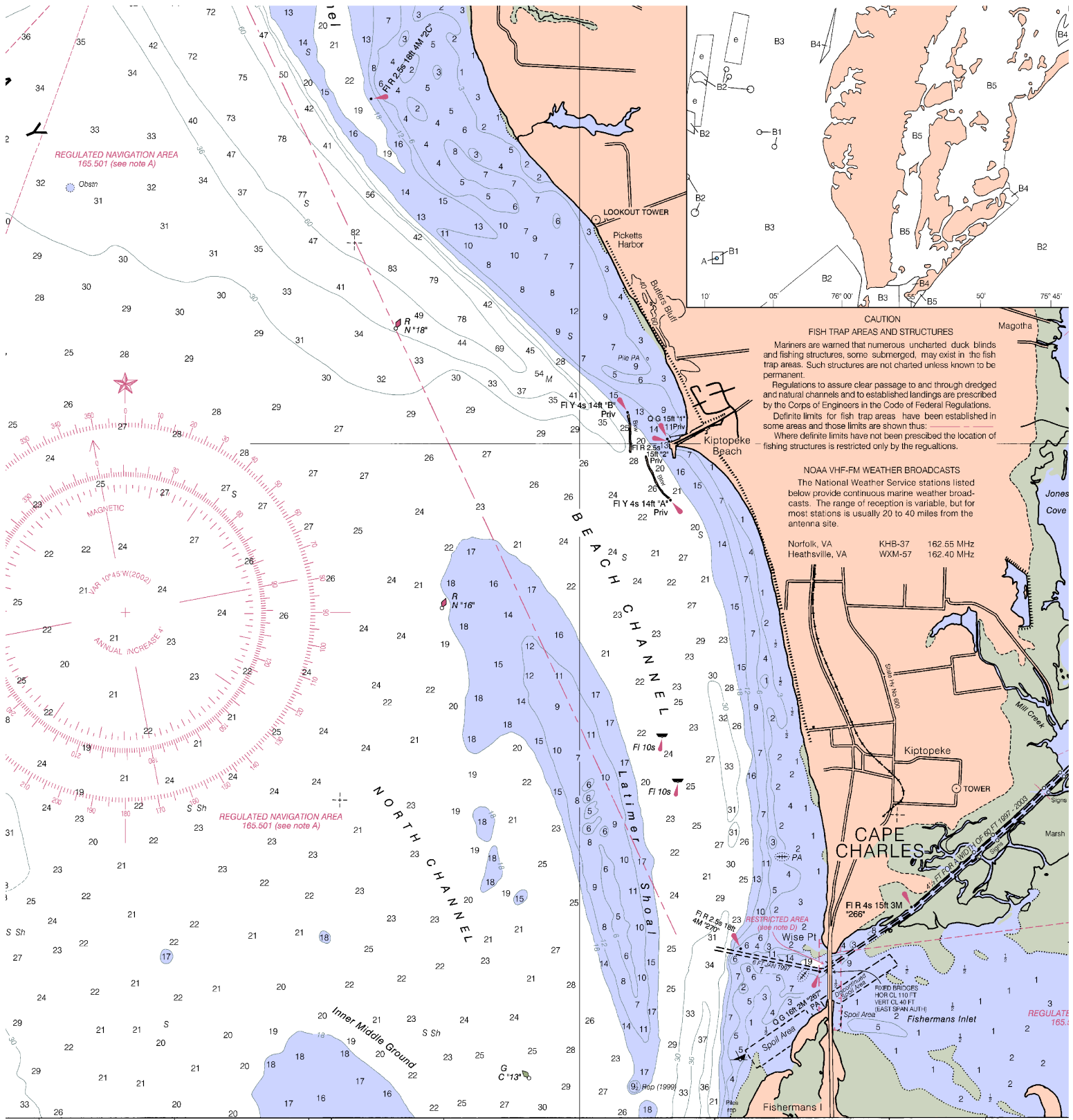
Printed at reduced scale

SCALE 1:40,000
Nautical Miles

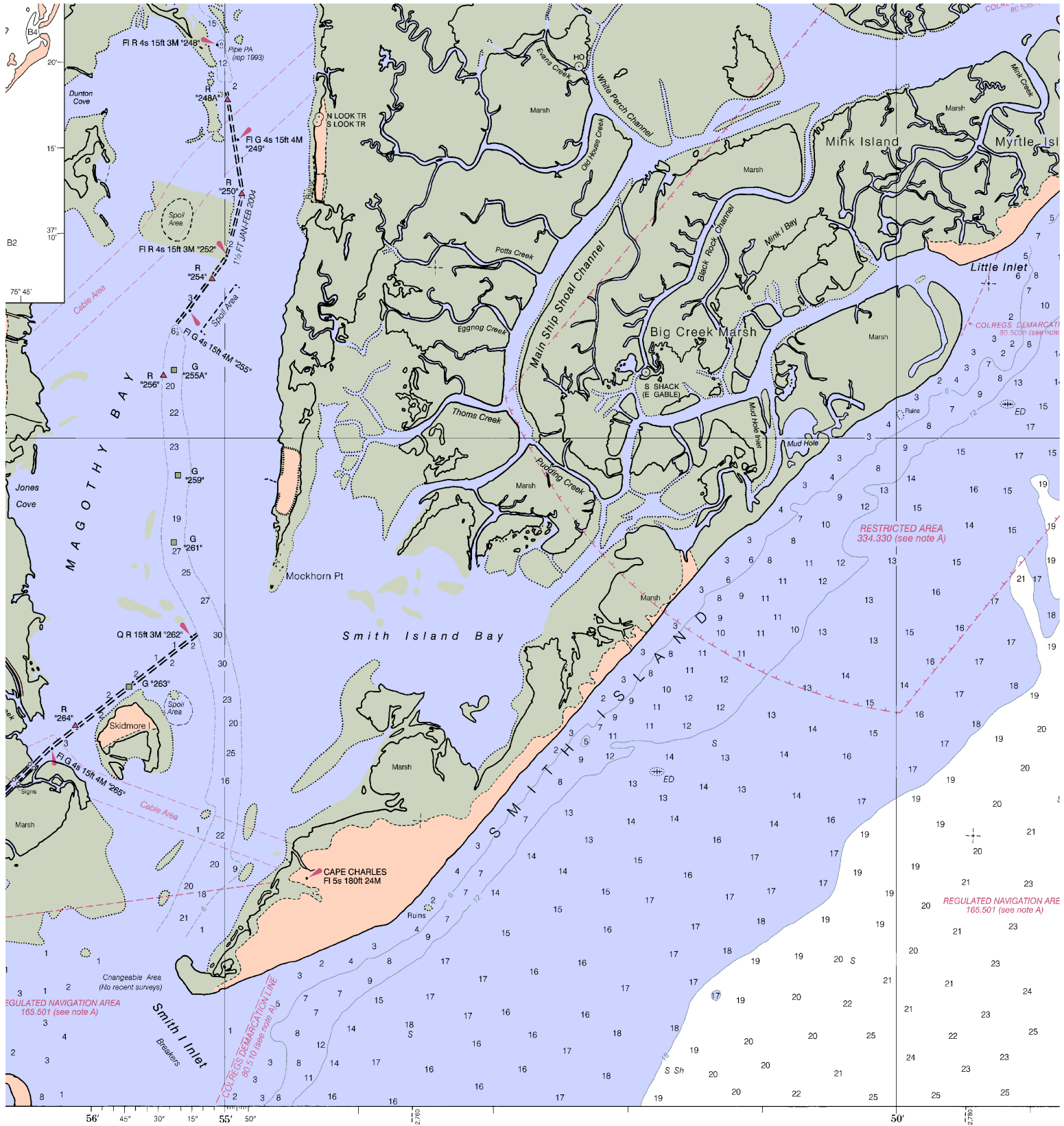
See page 2



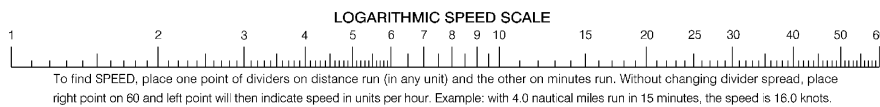




Published at Washington
 U.S. DEPARTMENT OF CO
 NATIONAL OCEANIC AND ATMOSPHER
 NATIONAL OCEAN SER
 COAST SURVEY



Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NAVY AND MARINE SERVICE
HYDROGRAPHIC SURVEY



FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

14

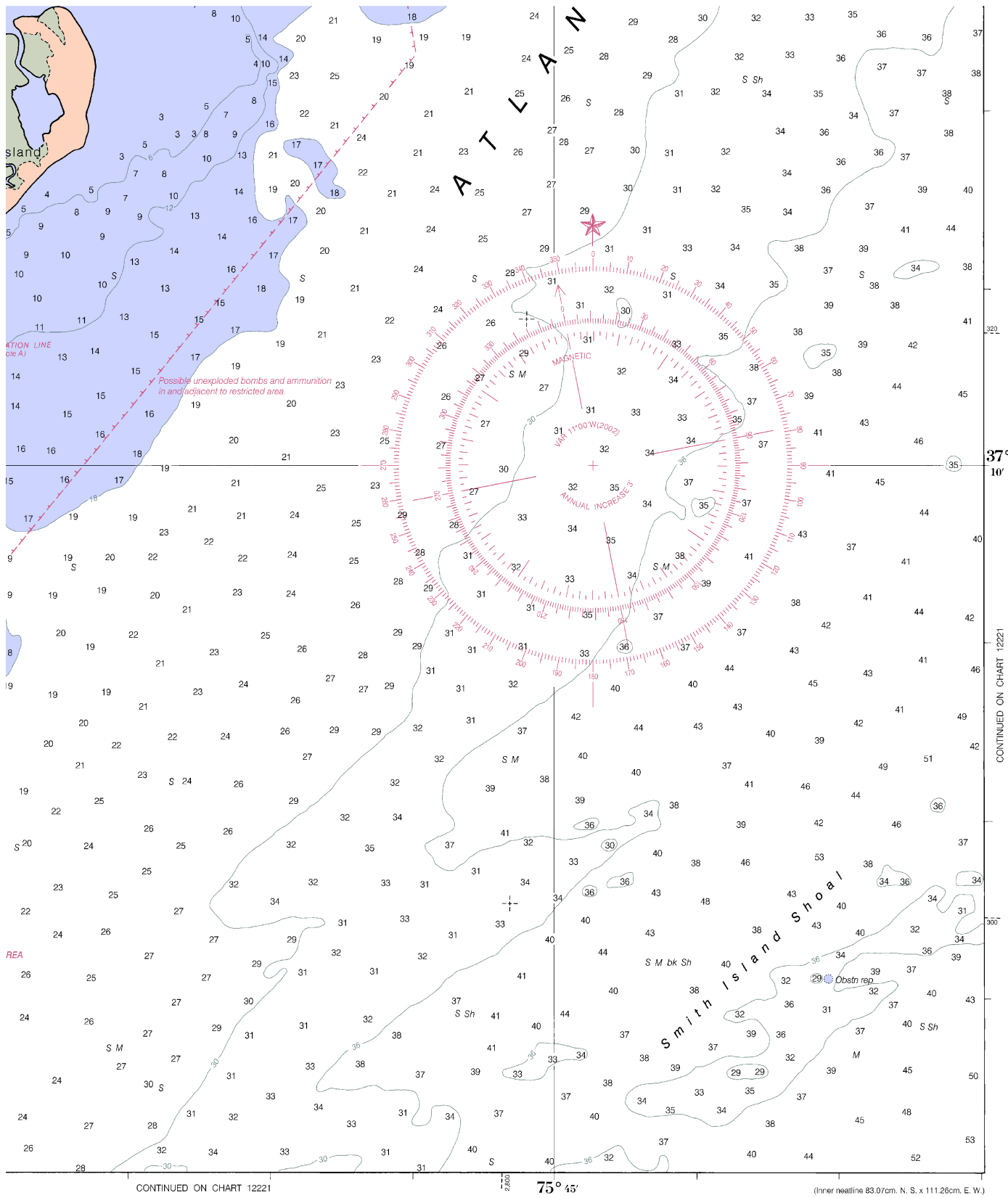


Printed at reduced scale

SCALE 1:40,000
Nautical Miles

See page 2





15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Intership safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22 – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78 – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 800-418-7314/410-576-2525

Coast Guard Cape Charles – 757-331-2000

Coast Guard Milford Haven – 804-725-2125/3732

Coast Guard Portsmouth – 757-483-8526/8527

Coast Guard Parramore Beach – 757-787-9526/9527

Maryland Natural Resources Police – 410-260-8888

Virginia Marine Police – 800-541-4646

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes, producing over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Electronic Navigational Charts® (ENCs) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (RNCs) – RNCs are georeferenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at: www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts printed in page-sized pieces. The "home edition" can be downloaded from NOAA for free and printed. The "professional edition", containing additional boating, safety, and educational edition is available for NOAA chart agents or over the Internet.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

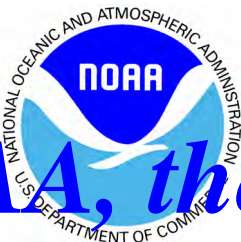
Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from official NOAA chart agents or downloaded for free at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated each week by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print on Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Chart No. 1, Nautical Chart Symbols – This reference publication depicts basic chart elements and explains nautical chart symbols and abbreviations. Download it for free at: www.NauticalCharts.NOAA.gov.

Coast Survey Navigation Managers – These ambassadors to the maritime community maintain a regional presence for NOAA and help identify the challenges facing marine transportation and boating. They are listed at <http://nauticalcharts.noaa.gov/nsd/rep.htm>.

Internet sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.



NOAA, the Nation's Chartmaker